

COUNTRY	East Germany	SECURITY INFORMATION REPORT
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TOPIC: Status of Grossenhain Airfield as of late May 1953 25X1

EVALUATION	25X1	PLACE OBTAINED	25X1
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DATE OF CONTENT	25X1
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DATE OBTAINED \_\_\_\_\_ DATE PREPARED 31 July 1953

25X1

REFERENCES

PAGES 5 ENCLOSURES (NO. & TYPE) 1 one blueprint with legend on ditto

REMARKS:

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Grossenhain airfield is one of the airfields which were almost not damaged at the end of the war. In September 1949, when construction work was started on the two runways which were to be expanded from 1,200 and 1,600 meters to 1,600 and 2,200 meters respectively, the two ground attack regiments with IL-10s were transferred to Jueterbog. For the first time in December 1949, jet fighters were observed at the field. In late May 1950, the fuel dump was established in the northern section of the field. Construction work started on the fence in May 1952 and on the shrapnelproof aircraft revetments in August 1952. The airfield is serviceable for MIG-15s. Attached in the annex is a blueprint at a scale of 1:12,500 with a legend on ditto. (Army-10, Air-10, OCI-2.)

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Grossenhain Airfield.I. Location

- a. 1 km northeast of Grossenhain
- b. 51°18'40"N/13°33'10"E)
- c. 127 meters above sea level
- d. Plane table survey sheets

II. Possibilities of Approach and Observation

The airfield can be observed from the meadows in the north and east, where there are no places of concealment, from the northwestern corner, and through the gap in the fence at the flying lane along the road to Elsterwerda which, however, will be strongly guarded. The Grossenhain-Elsterwerda road is blocked only during air activity. The southern and western edges of the field are bordered by a 2.5-meter high board fence which has a gap in the west in line with the flying lane. The exact course of the fence along the eastern and northern edges has not been determined. A watchtower is located at the northern edge of the field and oneman dugouts exist in the northwestern corner.

III. Legend to Sketch with Abbreviations Used

<u>Installations</u>	<u>Abbreviations</u>	<u>Remarks</u>
Landing field		Grass cover and drainage system
Dispersal areas	A	Located on landing field
	A 1	Site of alert flight
Railroad connection	Ba	Served by Grossenhain-Cottbuser railroad station
Spur track		For course, see sketch
Loading ramp		Located on western edge of the field
Low wooden buildings	Par	Five, use of which is unknown
Lighting installations	Be	
I. Rotary searchlight		Located in northwestern corner
II. Runway lights		White lamps along southern and northern edges of runway S 1, four red lamps each at ends of runway
III. Obstacle lights		On smokestack of paper mill, on towers and on a hangar
IV. Flat path		Along southeastern expansion of runway S 1

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Installations	Abbreviations	Remarks
Shrapnelproof aircraft revetments	Bo	Numerous revetments are located in the northeastern section of the field, individual revetments in southern and southwestern sections of landing field
Flight control station	F	Tower between the hangars
AAA	Fl	
Light AAA	Fl 1	Emplaced in angle formed by runway, 6 x 37-mm guns
Light AAA	Fl 2	Emplaced at southern end of run- way S 2; 6 x 37-mm guns; truck buildings available.
AAA quarters		On Carola Strasse; area surrounded by 3-meter-high board fence
Radio installations	Fu	
PKV-45 station		Located in southeastern extension of runway S 1, northwest of Paulsmuehle
Inner low frequency landing beacon	Fu C	Located in southeastern extension of runway S 1, west of Polbern
Outer low frequency landing beacon		Located on the northwestern edge of Paulsmuehle, southeast of the field
Dumbo-type radar set	Fu E	On Spittelberg
SCR-602-type radar set	Fu V	On Spittelberg
Radio installation		Located at western entrance to the field; 3 concrete masts available.
Two radio installations with one mast each		Located north of the field, north and south of Uebigau- Skaesschen road
Garages	G	Long hall in southern section; garage on western edge of the field.
Hangars	H	Eight hangars (H 1 through H 8)
Heating plant	He	Located on western edge of the spur track
Zeroing-in range	JS	Located in southeastern corner of the field

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Installations	Abbreviations	Remarks
Kitchen and officers mess	K	
Kitchen	K 1	
Officers mess	K 2	In addition to officers club in the Sachsenhof Hotel in Grossenhain
Compensation disk	Ks	For location, see sketch; not definitely determined whether compensation disk or adjusting stand
Ammunition dump	M	Located at Grosser Spittelteich (pond); quantity and origin of ammunition stored not known; bombs also stored there.
Taxiway	R	The taxiway connects the runways with the hangars; concrete aprons in front of the hangars
Runways	S 1	From northwest to southeast; Length: 2,200 meters Width: 60 meters Concrete cover: 35 cm
	S 2	From southwest to northeast; Length: about 1,600 meters, north-eastern end not determined; Width: about 60 meters Concrete cover: 35 cm
Athletic field	Sp	
Fuel dumps	T	Two dumps, separated by a concrete road, located on northern edge of the field, at end of spur track; a total of about 50 semi-underground containers, each with 25,000 to 30,000 liters; stored quantity of fuel, which is supplied from Velter and Aken, is not known; unknown whether standpipes are available.
Telephone installations	Tel	Telephone central west of road to Elsterwerda
Quarters	U	Quarters for officers in outermost southwestern corner of the field and in Grossenhain on Karl-Liebknecht Strasse, Hohe Strasse and Elsterwerda Strasse.
	U 1 to U 31	Quarters on airfield; occupation of individual buildings not known; some buildings probably house kitchens, instruction rooms, storerooms etc.
Repair hangar	W	For location, see sketch

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Installations	Abbreviations	Remarks
Guardhouse	Wa	Located at main entrance on Elsterwerda Strasse
Watchtower	Wt	Located in northern section of the field, east of the fuel dump.
Meteorological station	Ww	Probably in building of the flight control station
Fence		Board fence along southern and western borders, barbed wire fence along eastern and northern borders; the mesh wire is damaged in spots; the eastern course could not be definitely observed.

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